

DCS magazine

OFFICIAL PUBLICATION OF THE DE LOREAN CAR SHOW

SPRING 2008 | VOLUME THREE | NUMBER FOUR

- Shades of the Past
- Phactory Photos
- St Patrick's Day Parade Challenge 2008

Gettysburg Has Arrived!

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to Renew!**
(see card inside)



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PUBLISHER
DeLorean Car
Show, Inc.

EDITOR
Ken Koncelik

ASSISTANT EDITOR
Josh Haldeman

ART DIRECTOR
Josh Haldeman

PICTURE EDITOR
Josh Haldeman

**PRODUCTION
MANAGER**
JKM Productions

**DIRECTOR OF
ADVERTISING**
Ken Koncelik

**CONTRIBUTING
WRITERS &
PHOTOGRAPHERS**

Kevin Abato

Neal Barclay

Jill Bell

Shannon Birdwell

Stephen Clark

George Crane

James Espey

Flavia Haldeman

Josh Haldeman

Susannah Haldeman

Lee Hill

Oliver Holler

Ken Koncelik

Marc Levy

Richard Ractliffe

Cliff Schmucker

Special Auto

John Hervey

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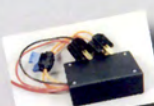
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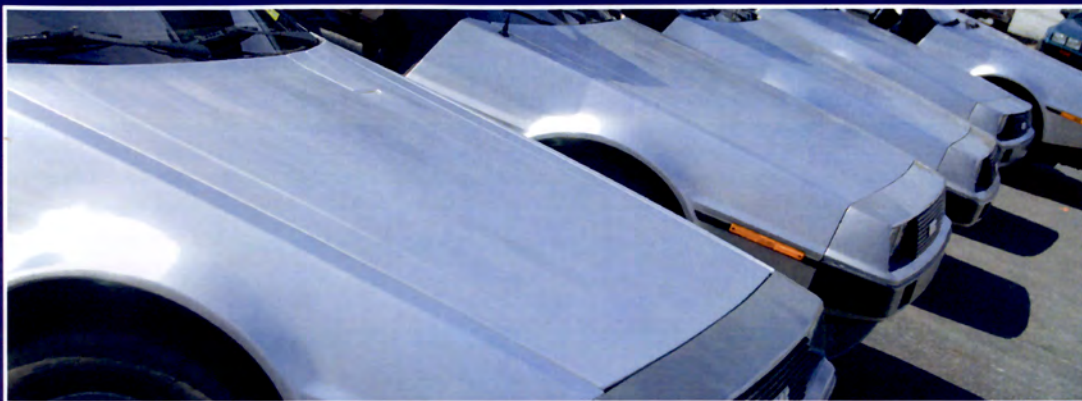
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Photographer: **Kevin Abato**

Location: **DMA Fall Foliage Tour 2007**

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Biff to the Future

Tom Wilson. Comedian. Entertainer. Actor. Biff. The man who portrayed the antagonist throughout the Back to the Future movie series, is a multi-talented performer, who seems right at home regardless of his surroundings. Saturday, March 29th, 2008 at the Dayton, Ohio Funnybone was no exception.

This brand new venue, in "the Greene" shopping district of

Dayton, Ohio affords a

prominent local stage for nationally known comedians to perform their stand-up routines in front of a 325 seat room. The place was packed for Tom Wilson's 10 PM show, and the crowd was not disappointed by the evening's entertainers. Opening for Mr. Wilson were two local comedians, who have developed a following through their skill and talent for the stage.

Following their routines, Tom was announced, and literally ran up onto the stage to commence his act. Tom works his Back to the Future part into his act, by singing a tune called "The Question Song". It currently has

almost two million hits on YouTube...check it out if you haven't already seen it. Tom likes to play the tough guy role, but admits he is at heart, just a high school tuba playing band geek with a love for the stage. We also find out through the course of the evening, that Tom is originally from Pennsylvania, (hmm...I think we're having a show there sometime soon, right?) though he now lives in LA with his wife and four kids.

The first impression I got of Tom Wilson was of his consummate understanding of the entertainer's role. He made eye contact with most of the audience, without making us uncomfortable. His confidence and talent are uncanny, and his comedic timing was perfect.

Perhaps the most striking thing about Tom's performance, however, is his appearance. Either he makes every effort to look the part of his older self portrayed in the Back to the Future movies, or the make-up artists deserve an retroactive Oscar for knowing what Tom Wilson would look like in twenty years. In 2008, He's immediately recognizable as the Biff we first see in the movie, where he's portrayed as a man in his forties, even though Tom Wilson was in his mid-twenties during the filming.

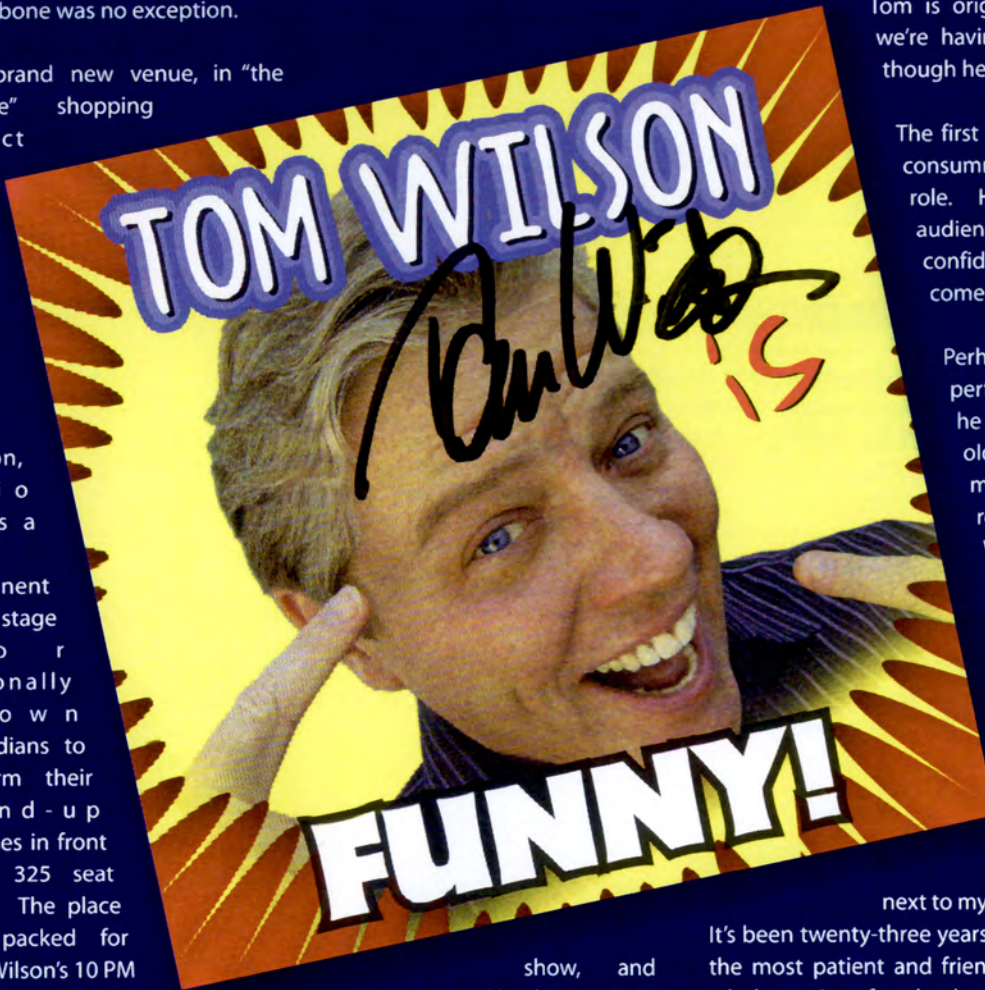
Following the show, Tom graciously signed autographs and posed for pictures with many of his fans. He drew the line at posing for a picture

next to my DeLorean, but I don't hold that against him.

It's been twenty-three years since Tom first played Biff, and I think even the most patient and friendly person would get a little tired of that whole routine after that long.

A great time was had by all, and I highly recommend a visit to Tom's website at: www.tomwilsonusa.com to learn more about where you can see him perform, and buy his CD! Tom has two kids in college at the moment. Please buy his CD! He is a great guy...just don't ask him what he thinks of the DeLorean and you'll stay on his good side.

—JOSH HALDERMAN



DeNewStuff

This issue we're introducing this feature to keep people up to date with new products on the market for our cars. This issue, we're taking a look at some new products available from DMC.

New 150 AMP Alternator

We have long been advocates of the original Motorola 90 amp alternators, and found them to be extremely reliable, with excellent output at idle and lower RPMs. We've finally found one that has these same characteristics in our new 150amp alternator. Hot-rated for output of about 90amps at 800 RPM, and more than 150amps at 2000 RPM. Easily installed one-wire hookup, and uses the stock belt. Full one-year warranty, too! 110101 - 150 AMP Alternator - \$189.00

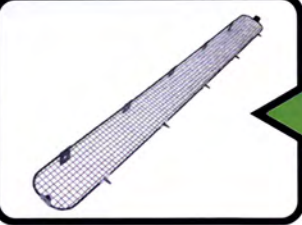


New Windshield Washer Bottle Grommet

Also newly available after a period of being out-of-stock is the windshield washer bottle grommet. This fits around the neck of your washer bottle located in the luggage compartment. 105957 - WSWA bottle grommet - \$9.95

New Luggage Compartment Carpet

Last year the stocks of original luggage compartment carpets were depleted, and each carpet supplier we went to gave us much the same response: "We don't make carpets that bad anymore!" - so we decided to maintain the same appearance in shape and color, but use a higher quality carpet - use of the original backing board is now optional and cars with spare tires in position no longer need it at all. 101917 - Luggage Cmpt. Carpet - \$59.95



New Rock Screen

An eyesore on many cars, the new black powder coated rock screens will be available in May/June of 2008. The new low price of \$69.00 means that you're time and money ahead to replace rather than clean, repair, replace broken studs, and refinish your old one. 101628 - Powder Coated Rock Screen - \$69.00

New Headlight Brackets

The left-hand headlamp gap finishers have been unavailable for a year or so now, and we are pleased to have them back in stock. This fit neatly between the high and low beams on the driver's side of the car, dressing up the area where the mounting screws are located. 101601 - Headlamp Gap Finisher LH - \$9.95



DMC CROSSWORD

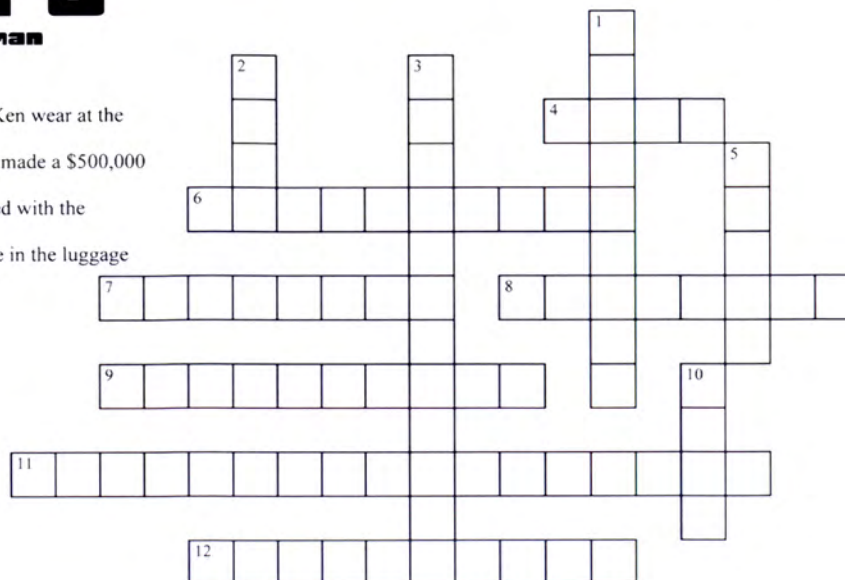
Answers will be published in our next issue. —FLAVIA HALDEMAN

ACROSS

- 4 First name of the company that designed the DeLorean.
- 6 What city in New Jersey did John DeLorean own property in, which is now a famous private golf course?
- 7 What city was the DeLorean factory located in?
- 8 Another car with gullwing doors.
- 9 What's the material used to make the DeLorean's underbody?
- 11 What's the French title for "Back to the Future?"
- 12 City where the first DeLorean Car Show was held.

DOWN

- 1 Detroit's nickname.
- 2 What color shorts does Ken wear at the DCS?
- 3 Famous entertainer who made a \$500,000 investment in DMC.
- 5 What animal is associated with the DeLorean tires?
- 10 How many cubic feet are in the luggage area of the DeLorean?





BCCGC

First Drive of 2008

It started with an e-mail from our friends at the British Car Club of Greater Cincinnati. You may recall from our last issue, (Volume 3, Issue 3) the coverage we had of their spectacular British Car & Motor Bike show at Harbin Park in Fairfield, Ohio. Byron Waller is a man who truly goes out of his way to make the new guys feel at home, and this year's first event was no exception.

Byron's e-mail was to invite the DeLorean Club of Ohio to a driving tour in the South Western part of Ohio, just East of Cincinnati. The schedule included stops in Amish Country, at a Winery and through some of the most scenic parts of the state along the Ohio River. I readily accepted the invitation, but unfortunately, I was the only DeLorean in attendance for this event. Here's my report on what everyone missed out on!

My first impression of the club was that these guys were fairly down to Earth individuals, who were happy to have the opportunity to share each other's company. The comradery at breakfast would be more than familiar to any DeLorean owner, as each member shared tales of their most harrowing adventures with their cars, as well as trading tips and tricks for keeping their aging cars running for events like these, as well as for daily driving purposes, should the need arise.

One of the more heartfelt tales I heard that morning was about the club member who arrived wearing classic British motoring headgear. (Think 1900s aviation goggles, and a leather helmet) Quite humorous for a 67 year old guy driving a 1970 Triumph TR6 in 40 degree weather with no top and no windshield wipers. Even more humorous that he kept the outfit on throughout most of our breakfast at a very crowded Cracker Barrel restaurant. His story, so I'm told, is that his wife is suffering from cancer, and that they have no health insurance, so he had to go back to work to pay for her treatment. These casual weekend drives are just fun for most of us, but for Don Fales, this short five hour escape represented a whole lot more.

I felt humbled that I got to be a part of a caravan that included some of the most desirable cars ever made, including two vintage Jaguar XKEs, a Rolls Royce and several Triumphs and MGs among others. Furthermore, I got the impression that these guys (and girls) are the types who aren't content to park their cars in a garage and polish their chrome. These guys know how to drive! We had a blast tearing through the back roads of southern Ohio in our British entourage. The



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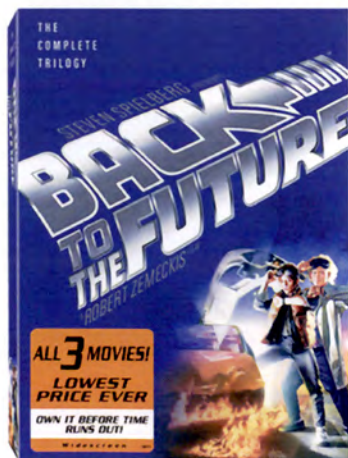
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Available April 2008!



vision

By **Ken Koncelik**, *Editor in Chief*

Gettysburg Preparations have been Finalized

The time has come again for the next DeLorean Car Show. A lot has changed and we hope you enjoy what we have been doing.

To begin with DCS has expanded with DCS West, if you had not heard. We are doing a show in Las Vegas in 2009. You can see all the latest information at DCSwest.info

Now it's time to focus our attention on DCS Gettysburg. When we began our Gettysburg show little did we believe that we would have the cast that we currently have. This year we will have more guests than ever and at the same time we will be doing more events, and we will be breaking out the lectures so that you can see what you want to see. See the Gettysburg article for more information on these sessions.

This section is called Vision and Vision is what we have had over the last 10 Years. Although DCS has been around for 12 Years this show marks the 10th anniversary of the actual show. We invite you to be a part of this. Our numbers have grown to the point that we will be between 600 and 800 owners at the show. It's also amazing that as long as we have been in existence people that live as close as 20 minutes from me and the group that brings you DCS still have not heard of the show or the magazine.

As I typed this article a newbie on the DML was asking if there was anyone from the Cincinnati area he could hang out with.

Communication is the key to success and I can just imagine the success we could have if we all worked together to find the owners and have a better, more centralized means of communication. There are a number of online forums, quite a few magazines and a lot of clubs.

DCS has tried to focus on making available on its web page a forum for anyone to post what they are doing so that you can find information at one spot.

This is the focus we will have for the next two years. Houston and the creation of the museum I believe can help to unify this if done right and I have all the confidence that with the broad list of board members we will be able to this to the benefit of all owners.

Well enough said here. Read about Gettysburg and I will see you in June. Stay tuned to find out where DCS will be in 2010!

Ken

I took it home on the trailer this morning, still with the doors closed tight.

VIN is #03965, Black interior, 5 speed, groove hood (no flap). Antenna in the right fender (none in the windshield). It needs some TLC, but the future for #03965 will be better than it's past. Best I can tell, it has not been "on the road" since sometime in the late 80's. It still has the dealer inspection sticker in the window, and the 1980's style New Jersey (blue) plates with none of the stickers we were required to put on the plates in the mid 90's.

I had to remove the drivers door handle (already broken) to get in to the car. The interior is in very good shape considering. Seat covers are a little crispy with one hole, but the dash and binnacle are perfect! Frame on the car is solid. There is some slight damage on the front where someone jacked it up on the weaker area in the center.

Funny story about getting in to the car. After removing the door handle from the outside by using a small chisel on the head of the bolts, I was able to pull the cable with vice grips while holding the key in the unlock position. Once the door was open, I put the key in the ignition so the car could be steered...BAD IDEA! With the factory Lift-O-Mat struts still on the car, the door came down fast and promptly closed with the keys still in the car! Long story short, I got lucky with a slim jim and was able to get the lock to move again. WHEW!

Most amazing is this car seems to have none of the factory safety recalls. I have some work ahead of me, but as with all DeLorean saves I am sure it will be worthwhile. Meanwhile, if anyone has some door handles they want to donate, let me know! **-MARE LEVY**

THINKING

4
DIMENSIONALLY





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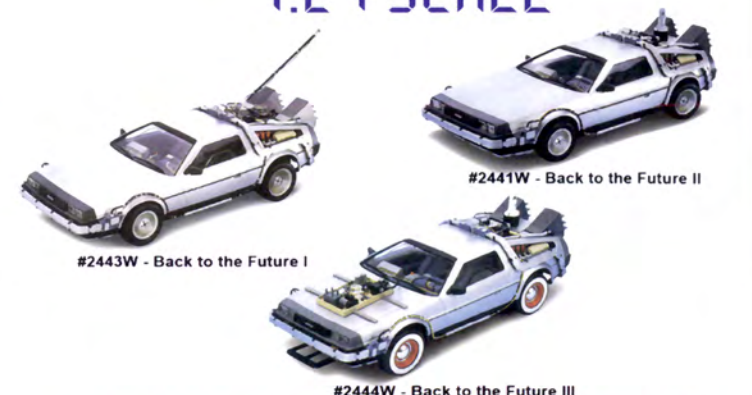
#SS2712 - Back to the Future III ('50s wheels)

#SS2711 - Back to the Future I



#SS2710 - Back to the Future II (hover-mode wheels)

1:24 SCALE



#2441W - Back to the Future II

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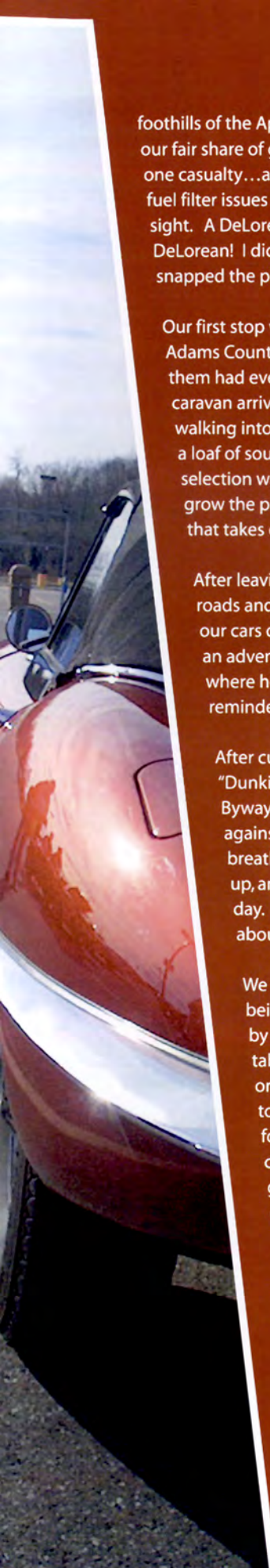


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(Available January 2008)



#21005 - 'Series 3' 4-Pack Box Set
(Available April 2008)

#21004 - Future Biff & Marty 2-Pack
(Available April 2008)



foothills of the Appalachians provided plenty of excitement for all, and we got more than our fair share of gawkers as we passed by at a "comfortable" rate of speed. We did have one casualty...a 1964 MG Midget that had just finished being restored decided to have fuel filter issues before we got off the main drag to begin our adventure. This was a sight. A DeLorean pulled over on the side of the road to help another car that wasn't a DeLorean! I didn't think anyone would believe me if I told them about that later, so I snapped the photo below as proof.

Our first stop was at Millers, which is an Amish furniture, bakery and bulk foods store in Adams County. The Amish kids working there absolutely LOVED the DeLorean. None of them had ever seen anything like it, and I got the lion's share of attention when our caravan arrived. The furniture at Millers is amazing, but the food is spectacular. Just walking into their bakery, makes you feel like you've stepped back in time. I picked up a loaf of sourdough bread and a tray of brownies, and I will be back! Their bulk food selection was also astounding...but I do have to know where in Amish country they grow the pineapples to make their pineapple jam! It must be their Hawaiian enclave that takes care of that.

After leaving Millers, we ventured through the hills again, in search of twisty, winding roads and hilly terrain, where more than a few of us caught some air and bottomed our cars out. (including yours truly) This is what driving was meant to be like! Truly an adventure, and a challenge, rather than a tedious boring trip along the highway, where how fast you can "get there" is all that matters. Trips like these serve as a reminder that the journey is what's important in life, not the destination.

After cutting through the mountains, and visiting places named "Squirreltown" and "Dunkinsville" we arrived at State Route 52, also known as the Ohio River Scenic Byway. Scenic, is putting it mildly. The early Spring flowering hills juxtaposed against the tranquil Ohio River made for some outstanding views, and again, breathtaking driving. All of this is less than 100 miles from Cincinnati, where I grew up, and I'm ashamed to say, I didn't recognize half of the roads we went on that day. It really made me think about how well each and every one of us truly knows about our surroundings.

We stopped for lunch at Morty's on the river, which is a winery, in addition to being a restaurant. I had a delectable Mediterranean Salmon Salad, accompanied by some of the best sweet tea this side of the Mason-Dixon line. I shared my table with the couple driving one of the XKE's and with Byron, the event's organizer. We traded stories of our travels over the years, and concluded that today's journey was ranked high on that list. I paid for my meal, thanked Byron for allowing me to be a part of the event, and departed for the trip home. The couple in the Jaguar followed me most of the way back into town and upon going our separate ways, gave each other a friendly, albeit wimpy British sports car honk.

The club has already scheduled their next trip for Saturday, April 26th, 2008. If you're going to be in the area, I highly encourage you to join us for an adventure that will stay with you for years to come. **--JOSH WALDEMAN**





Kevin Abato - Ever since I saw Back to the Future I wanted a Delorean (Wow...SHOCKER! I am sure I am so unlike all many other Delorean owners.). Everyone thought I was nuts, and nobody ever believed I was actually going to get one. In March of 2001, my childhood dream became real as I purchased Vin# 16680. I quickly signed up for the Delorean Mid-Atlantic Spring Social that year and was overwhelmed by friendly and open atmosphere of the people in the club. Being the computer nerd I am I quickly found a way to offer something in exchange for the mechanical help the club had provided me. I quickly worked with the DMA officers to get the club onto the Internet and move them forward into the information age with a website, online memberships, and communication through online forums.

As time passed, both my wife Cheryl and I became highly active in the DMA community and made many new friends. For us, its not just about the car, but also the friends we have made. I became an officer of the club and dedicated my time to updating the website, running events, and helping in any way possible to make events the best they possibly could be for the members.

Three years ago, a new passion in my life came front and center when I discovered the world of digital photography. I had always been a fan of photography with my little point and shoot camera, but the chance to really explore the creative realm of high end photography without the expense of developing film allowed

me to finally grow my interest into a full fledged hobby and part time career. I was quick to combine my love of photography, people, Deloreans, and strive to develop my creative skills into something truly unique by taking photos at DMA events, makeshift Delorean photo shoots, or anywhere I could take my camera.

In 2006 I was fortunate enough to be the "unofficial" photographer at Delorean Car Show in Chicago (ahhh...now you are probably saying "Yeah!! Now I know him...he was the guy with the camera glued to his face at DCS!"). I had a great time at DCS06 doing the photography and will be returning as the OFFICIAL photographer of DCS08 (Thanks Ken!). I try to "capture life" in my photos. Not silly posed photos, but true emotion, passion, and reality. In the past two years, I have contributed my Delorean photography work to local newspapers, several Delorean Magazines (domestic and international), many Delorean vendors, Back to the Future Vendors, and even sold some of my Delorean prints as fine art on my website.

I look forward in the coming years to continuing as a highly active member of the DMA, devoting time to DCS08 (and future Delorean events) and simply having a good time capturing moments in time that allow my viewers to enjoy each and every photo I take. Say Cheese! I will see you at DCS08! www.grenexmedia.com

DMC Contributors



Richard Ractliffe - Rich is a rare second generation DeLorean owner from the Chicago area. The photo above depicts him on the day his Father brought home their brand new 1982 DeLorean.

This car was bought to replace their 1975 Bricklin, that had been totaled. You can read all about that in this issue.

We'll hear from Rich again in future issues where he'll offer us an opportunity to look at what's it been like to have a DeLorean in the family for 25+ years!



Marc Levy - Marc Purchased his first DeLorean in 1992. He's a long time member of the DeLorean Mailing List, and has been a participant in DCS from the very beginning. Marc has been assisting Ken and his family the past few shows, and continues to support his fellow DeLorean members however possible.

Marc currently owns what has been called the "scream machine" which is Vin #06068 fitted with a Nissan VQ35 motor and Porsche 915 transmission. His second is Vin#01860, the last one in North America with a genuine Legend Twin Turbo engine.

Check out our article in this issue to find out about Marc's most recent purchase.



Shannon Birdwell - Shannon purchased tickets for the Pigeon Forge raffle car, like many, in hopes of winning. He also talked a friend of his into buying a couple of tickets. Knowing that Shannon really wanted a DeLorean his friend told him, "If I somehow win, the car is yours."

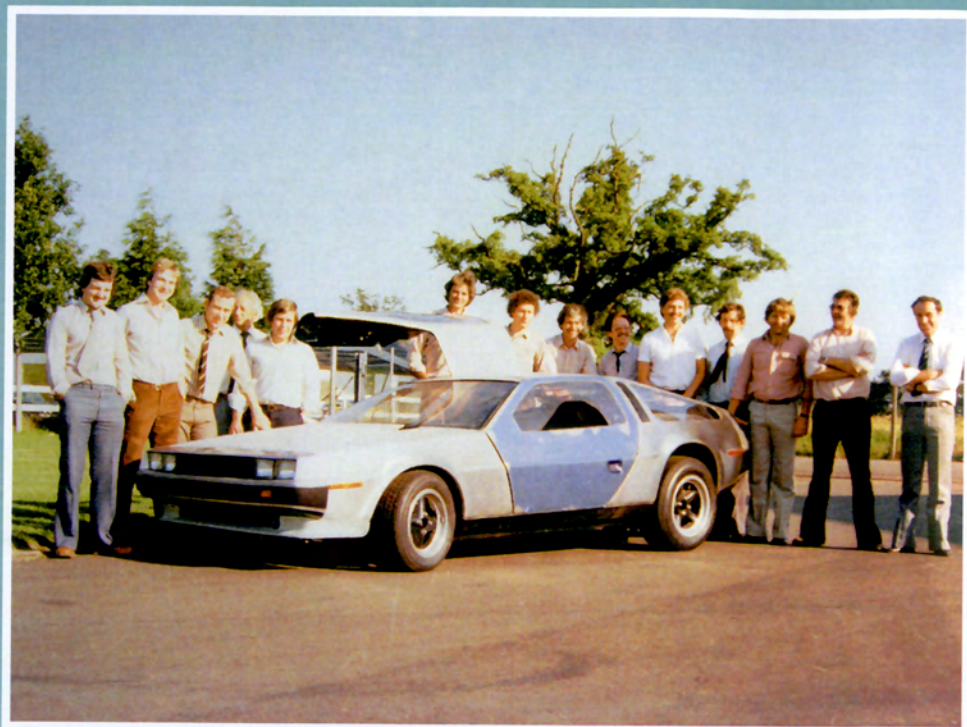
Saturday night of the raffle came and went without a call. It wasn't until Tuesday morning that Rick Jones called and excitedly said, "I won the car!", and true to his word, Shannon ended up with the it!

He immediately started getting involved with other Delorean owners in the Houston area. Since then the club has grown to include many tech sessions, parades, car shows and they've even done a few road trips. Check them out on the web at: www.txdmc.org



Josh +
Flavia!
Biff!

Ryan Reynolds



PHACTORY PHOTOS

We received this collection of photos recently from our friends in Northern Ireland. We couldn't wait until the show to share them with you, so here's a sample of the collection. When you come to the show in June, make sure you check out the complete collection in the DeLorean Museum. **--JOSH HALJEMAN**





Gettysburg

Just the name Gettysburg brings you a sense of History. That's also what keeps bringing people back to DCS...the history. In preparation for the show, I've included below our tentative guest list and the itinerary. Make sure you go down the list and check out Andy Probert, Nick Sutton and Ben Byrd. All of these are new to our show.

Five Factory Employees the most ever at one show.

George Crane

George Crane is always a special treat to have at the shows, because he still works in the same buildings that housed the DeLorean Motor Company. It's now a French car parts manufacturer named Montupet, but there's still much of the factory that's recognizable from the days of DeLorean, including the test track! George has the uncanny ability to present a very emotionally charged look at his experience working for DeLorean, and we're whole-heartedly looking forward to visiting with him again this June.

Nick Sutton

A new comer to the show. He also worked with John DeLorean in Northern Ireland and has agreed to come over to Gettysburg and talk about the factory.

Neal Barclay

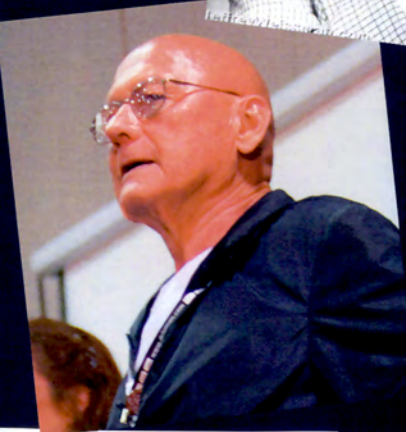
Neal is the guy that circulates around the crowd showing a lot of his personal DeLorean items. He is very interesting to listen to one-on-one. At Eurofest he said a few words on stage but the real interest in Neal is to get him one-on-one and talk to him for a few minutes. I have really enjoyed his company.

Ben Byrd

Ben ran the QA center in Florida and now lives in Illinois. He will be presenting the actual factory sales presentation that we found when Cliff bought crates of DeLorean memorabilia and we sorted through it. Much of the text items in Chicago were from this collection. We will be doing this Friday before dinner and then again Saturday in the afternoon.



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Dixon Hollinshead

Dixon was in charge of turning a wet cow pasture into The DeLorean Motor Car Factory in Dunmurry, Northern Ireland. Dixon came to our show in Chicago and answered many audience questions about the experience, and related more than a few funny stories from his days with DeLorean. Dixon said he especially liked meeting people at the bar, and was looking forward to some good conversation in Gettysburg again!

Kathryn DeLorean

John's always vivacious Daughter. Barring that surgery for her daughter interrupts, she will be there. She is always a pleasure and we again plan to get her to cry on stage.

Fred Dellis

with never before seen photos of John DeLorean in the early process of developing the turbo PRV-6. A sneak preview was at the DMA last fall. The photos were really cool, and they included showing a DeLorean take off in a cloud of smoke.

David Tietelbaum

Dave wrote to me a few days ago and said, "I am putting together about an hour's worth of material for a seminar.

I haven't figured out a name for it yet. It is consisting mainly of the "unique" tips and techniques special to Deloreans."

DeLorean Motor Company

Will provide Tech Seminars

Back to the Future

There is a debate on how much BTTF stuff to cover or not to cover but the Actors love being there and your support of them keeps them coming back.

Jeffrey Weissman

Will return as MC. He has been a great asset to me and Richard Federico in managing the stage I cannot do that part and the show.

James Tolkan

He made his debut in Chicago and we had a lot of you ask for him to come back. Remember he is after the Slackers. I have kept in contact with him over the past two years and have really come to enjoy his conversations.

Bob Gale

In addition to writing the movie, Bob is also the one who brought us, "Doc Brown doesn't drive a F#\$%ING Mustang." The T-shirt of the show in PF. Bob again will be there and will do the Saturday night Q&A after dinner as he did in PF.

Andy Probert

Andy is an illustrator, and in addition to doing the storyboarding for BTTF, he also did the sci-fi comic book cover, "Tales from Space" in addition to the "A Match Made in Space" book cover, written by George McFly in the BTTF movie. He is not going to speak at length but will set up in one of the break out rooms for you to get a close up of what it takes to do a storyboard for a movie. You can see his website at: www.probertdesigns.com

A Special Guest

This guest has nothing to do with DeLoreans or BTTF but is friends with one of our owners and asked to come. This is still tentative. If they confirm before the show I will release their name.

Gettysburg Itinerary (Tentative and subject to change)

Wednesday, June 11th

- 4-6 PM - Arrive at Gettysburg
- 6-7 PM - Set up Museum

Thursday, June 12th

- 8-12 AM - Finish Museum
- 10 AM - 2 PM - Bricklin obstacle Course(Bricklin)
- 12-2 PM - Set up registration some of the out rooms can also be set up. Also set up "DeLorean in field for group shot (AZD) Vin Plate
- 2-4PM - Dry run of registration take people that drop in. (AZD and other volunteers)
- 2-7:30 PM - Load cars on field after obstacle course for pictures.
- 4-6 PM - Registration
- 4-6 PM - Cars can go into Allstar (concours and non daily drivers show cars limited)(DCO)
- 4-6 PM - Steel drum band at the pool (snacks)
- 4-6 PM - Museum open
- 4-7:30 PM - Obstacle course run by Bricklin for DeLorean owners
- 5:45-7:30 PM - Dinner outside by Allstar. (Monitored by DMA Badge/wristband required)
- 5:45-7:30 PM - Guests to take part in Allstar activities plus Obstacle course, Vin Lineup and photos
- 6-7:30 PM - Steel Drum Band outside for dinner.
- 7:30-8:15 PM - Group Photo by Kevin Abato (arial) and Panoramic photo by St John. (AZD)
- 8:30 -???? PM - Cruise in at Eisenhower /DJ (T.C to play.)
- 8:30- ?? PM - Museum open and some of the break out rooms /(Brandys, Delman, Randall,BTTF)

Friday, June 13th

- 6-10AM - Buffet Breakfast available at Eisenhower.
- 8:45 AM - First set of busses ready to leave for morning tour. AM tour people need to be there no later
- 9:00 AM - Morning bus tours leave.
- 10 AM-4 PM - Optional health and beauty Spa package in Gettysburg. (Details to follow)
- 12:15 PM - Afternoon bus tour gathers.
- 12:30 PM - Afternoon bus tours leave.
- 12-4 PM - Concours mechanicals (time may vary details later)
- 12-4 PM - At discretion of participants break out rooms will be open plus Allstar facility games and recreation.
- 12:15-5:30 PM - Park your cars in Allstar Convention center for Saturday morning car show.
- 12:15 - 5:30 PM - Set up Vendor tables and establish location.
- 4:15 PM-5 PM - Talk with George Crane and Neal Barclay. Guest speakers & former DMC Employees
- 4:15-6 PM - Registration for those coming in on Friday. (Note those coming in earlier and doing bus tour your badges will be available earlier
- 5-5:45 PM - Ben Byrd will give the same sales presentation that was given to DMC dealers 1980-1983.
- 5:45 PM - Clear banquet hall
- 6:00PM-7:30 PM - Dinner served.
- 7:00 7:20 PM - Meet the speaker appearances by George Crane, Neale Barclay, Fred Dellis, Bob Gale, Jeffrey Weissman and more.
- 7:30-7:50 PM - Nick Sutton
- 7:50 - 9:00 PM - Announcement of next show. Special appearance by the 2010 location General Manager. Additional instructions for Saturday.
- 9:30 -????? PM - Breakout rooms will be open per occupants discretion Have fun.

Saturday June 14th

- 7-10 AM - Setup of vendor sections and load in cars (DCO)
REGISTRATION FOR SATURDAY ONLY IS AVAILABLE. ALL CARS GOING IN THE BUILDING MUST BE IN BY 11 AM.
- 10-4 PM - Optional health and beauty Spa package in Gettysburg. (Details below)
- 11:AM- 4:30 PM - Car Show. (Your car can be judged earlier if ready) (CONCOURS)
- 11AM- 4 PM - Seminars TBD during the day. (DMCH tech seminar, Ben Byrd, David Tietelbaum, and more plus guests available for question and answer (TBD). All guests will have time to talk to you in break out rooms see schedule posted at show.
- 4:30 – 5:45 PM - Tear down of show ALL CARS OUT NO EXCEPTION(All groups)
- 4:30 -6PM - Tear down of Museum. Other breakout rooms may stay open.
- 5:00 – 6:00 PM - Eisenhower II banquet room Fred Dennis Legend turbo
- 6:00-???? PM - Bricklin Dinner in Allstar
- 6:00-7:30 PM - DeLorean Dinner
- 6:40-7:10 PM - Bob Gale,Jeffrey Weiseman, James Tolkman, Andy Probert.
- 7:15-9:30 PM - Awards at Eisenhower II, Raffle cars and Raffle
- 10:00-Midnight - Teardown

Gettysburg Salon Information

From 10am until 4pm, on Saturday June 14th, there will be an optional Day Spa package available for those not interested in participating in the car show, or who just need to "get away". The information for this package is as follows:

Location: **La Petite Salon & Gettysburg Day Spa** Phone: **717-334-8423**

Selection of Day Packages (Prices Include Gratuity and are subject to change):

Girls Night Out

3 hours \$130.00
Spa Manicure
Spa Pedicure
Shampoo & Style
Make-up Application

Relax & Rejuvenate

5 hours \$295.00
Swedish Massage
Spa Manicure
Spa Pedicure
Customized Facial
Make-up Application
Lunch from:
Season's Bakery

La Petite Half Day

3.5 hours \$150.00
Spa Manicure
Spa Pedicure
Swedish Massage
...add a Deluxe Facial
5.5 hours \$250.00
Lunch from:
Season's Bakery

Good Night, Sleep Tight

4 hours \$299.00
Sea Salt Scrub
Hot Stone Massage
Anti-Aging Facial

La Petite Full Day

7.5 hours \$499.00
Swedish Massage
Customized Facial
White Sugar Honey Scrub
Spa Manicure
Spa Pedicure
Shampoo, Cut, & Style
Lunch from:
Season's Bakery

The Gentleman's Escape

3 hours \$187.00
Deep Tissue Massage
European Facial
Haircut & Blowdry
...add a Ladies Escape...\$225.00
Swedish Massage
Customized Facial
Haircut & Blowdry

Soft & Sexy

3 hours \$192.00
White Sugar Honey Scrub
Spa Manicure w/Paraffin
Spa Pedicure w/Paraffin

Dinner Date

1.5 hours \$65.00
Nail Polish
Make-up Application
Wash & Style

ST. PATRICK'S DAY 2008



PHOTOS CONTRIBUTED BY
SHANNON BIRDWELL & JAMES ESPEY

Houston, We Have a Record!

The 49th annual 2008 Houston St. Patrick's Day parade was a great success. Besides having a good time together, one of the goals was to have the most DeLoreans in any parade in the US. For weeks we had been encouraging people to attend and we were not disappointed. We had 17 cars that were to be there and we ended up with 14. That set a national record. With 28 people to man the cars and wave to the people it went very well.

The day for a parade could not have been much better. Although a bit warm, the skies were clear with no hint of rain to spoil it. I got up early to paint green shamrocks on my car with washable tempura paint. It looked like it had broken out with green chicken pox from drinking too much green beer. I had told people to be at Minute Maid Park in downtown Houston by 10:45 am as we were to be in place by 11:00 am. No problem I thought as I left the house about 10:15 along with the Owen family. A quick stop for gas and we'd be on our way. We filled up with gas and no one came by to gawk at the cars. Hmmm... unusual. My plan was to head south on Highway 290, hit Loop 610 to I-10 and head east into downtown in time for the parade. The DOT (Department of Transportation) failed to tell me that there was construction on I-10 heading east. Maybe I missed the flashing signs on 290 warning me of construction?

The Owen family and myself, in our three car caravan were diverted west away from downtown along with the hundreds of other motorists trying to navigate their way east. This meant traffic jams. We took the first exit to make a U-turn but unfortunately it wasn't that easy. Additional construction and traffic hindered our progress. It looks like I-10 was out so I planned a different route. Downtown Houston is ringed by elevated freeways and unless one knows where the hidden and secret off and on ramps are located, it's nearly impossible to get into or out of downtown. I took a different route that eventually got us close, but not quite near Minute Maid Park (home of the Houston Astros) where the parade was to begin. After turning off my GPS which led me astray ("You have reached your destination") I called one of the other members to get help. Despite his detailed instruction I was frequently blocked by construction or road barricades manned by policemen out to patrol the parade, no doubt placed there in case of rowdy DeLorean owners. I needed to get through those barricades. "Hey I'm going to be in the parade and I need to get through to get to my group." No luck. Take the long way around.

We eventually did make it right before the parade kicked off. We had a great group. In attendance were Bill and Rose Ballard; Robert and Jennie Goodwin; James, Sandra and Nikole Espey and a friend; Thomas Kidd; Shannon Birdwell; Roger Dartt; Debbie Whitten; Dewayne and Mary Jane Arnold; Bill Swilley; Menny and Oren Rosenbaum; Ali Bharwani; Helge and Hakon Haslum; Chip and Adam Story; Brandon and Crystal Mims; Heath, Antje, Jessica and Daniel Owen. We drove two abreast. Since I was late, I was at the end of the line. I had a sign between the doors stating "Texas DeLorean Owners Assoc." Another owner had a "Made in Ireland" sign on their car. Unfortunately, due to my haste in getting downtown I took no photos of my car.

We took our group photos and loaded into the cars and headed out. Since I was at the end of our line I'm not sure what group was in front of us but behind us were the marching girls something or another. We wound our way through the streets into downtown Houston. At first there were large crowds dressed in their St. Patrick's Day best. Green everything was everywhere. The local greyhound rescue club was out again with the dogs dressed in green hats and other items. The kids waved and lots of people took video and snapshots. As the parade wound down the crowds thinned out and we went through the, let's say, not as nice part of town. But the folks there seemed to enjoy the cars just as well.

Afterwards, many of us headed to the Irish Pub "Mucky Duck" to eat and quench our thirst after a hard day's riding in the parade. The live Irish music capped the St. Patrick's Day celebration and was a good way to finish the afternoon. Next year - the 50th annual Houston celebration. Maybe we can break our own record! —SHANNON BIRDWELL



Not Just Another "Brick" in the Wall

THE EARLY YEARS

- Sept 1975 – my dad, Robert Ractliffe, flew 350 miles to buy a brand new white Bricklin VIN 1604
- May 1982 – while driving 1604, he was involved in a chilling accident with a six-wheeled delivery truck, leaving him with a compound fracture of the tibia and fibula leg bones, a two week stay in the hospital with two visits to intensive care, a leg cast for six months, and a Bricklin deemed damaged beyond repair by the insurance companies. Most importantly, however, he was alive.
- A few months later we went to the junkyard to bid adieu to 1604, only days before her rendezvous with the crusher.

10 YEARS REMOVED

In early 1990 I found two of my dad's old Brickline magazines. These magazines were my first introduction to a car I only remembered through old pictures and faint memories. Around this time there also was an article in The Orlando Sentinel about Malcolm Bricklin's new car – including a picture of an SV-1. Interested in knowing more, I called the author (I was 15 at the time) and he put me in touch with Bricklin International (BI). I joined the club and began receiving the club's Brickline magazine.

In Jan 1991, at my request, my dad wrote the "I'm Still Alive" article for the Brickline, detailing his story of 1604 and her accident. Not only was I glad he shared his amazing story, but I also hoped the article might reach someone who had information on 1604. This was not the case.

As I left for college in 1994, I let my BI membership expire. While this





didn't change my interest in the car, it did become less of a priority. My gullwing attention primarily focused on 1604's replacement, my dad's DeLorean VIN 6635. I was very fortunate that he allowed me to drive the car when I turned 16.

ENTER THE INTERNET

Then, thanks to Al Gore (ahem), the Internet was commercialized. What a better way to avoid doing schoolwork! And, what a better way to keep up with gullwing cars! I often found myself looking at cars on eBay, early versions of message boards, or email groups. By the early 21st century, a favorite site of mine was the Bricklin.org message board – I kept up with the postings daily.

In 2003, I saw VIN 0987 on eBay and much to my excitement she was only a mile away from my office! I went to see her and was startled. She was in rough shape and needed restoration. While I had no intention of buying the car, I always enjoyed opportunities to see Bricklins up close and personal, no matter what the shape.

Come 2006, my gullwing attention again shifted to the DeLorean. My dad offered to hand VIN 6635 down to me in advance of the 2006 DeLorean Car Show in Chicago (my home). While inheriting the car was an exhilarating event, it did not come free. VIN 6635 needed serious frame restoration or replacement. Luckily, the DeLorean Motor Company – Midwest shop opened the same year and a member of the local DeLorean Midwest Connection club had a frame to sell. 6635 is now back on the road and looking as good as ever!

One member of the local club, Bill Schafer, was also a Bricklin fan – owning a stunning VIN 0415 and a beautiful VIN 2356 in addition to a DeLorean or two, depending on when you catch him. Bill gave me a ride in 2356 and again revved up my Bricklin interest.

ONE EBAY CAR – ONE BREAKTHROUGH

In Feb 2007, I saw an original owner white VIN 1512 on eBay. Much to my pleasure, the car again was up the street from my office at the same used car dealership! This car was very pretty and an original owner. Being knee deep in one car restoration and just beginning to test out dual-car ownership, I couldn't think of buying this Bricklin. But like I mentioned, I always enjoy seeing a Bricklin up close and personal and this one didn't disappoint!

After returning to my office, I looked up VIN 1512 on the Bricklin.org "where are they now" page. No dice. My next move was to do as I always did, search for 1604. And this time the search came back with a hit! 1604 was noted to be in Parker Ford, PA! I pulled up Google maps and found the Parker Ford to be 20 miles away from where we used to live. I was in shock.

My imagination went wild – had the car been repaired, was it back on the road, was it still white, had it been parted?

My next move was to contact John Blair – the keeper of the Bricklin “where are they now” VIN list. He didn’t have contact info, but he did have a name of Tim Hansberry. Thanks gosh for Google. I searched for him and found two phone numbers in Parker Ford. On my drive home I called them both – no answer. I tried again a little later and success – Tim answered!

Cold calling is never easy, so I introduced myself and explained why I was calling. I asked if he might own a white, wrecked Bricklin and he said yes. From there we talked for 30 minutes, determining we were talking about the same white Bricklin, discussing my history with the car, how he came to own the car, his other Bricklin VIN 2391, my DeLorean, his race cars, and the automotive shop he owns.

We traded emails and agreed to swap pictures. Within days Tim sent current pictures of 1604 – a dream come true. The car was in essentially the same shape. A little dirtier, missing the hatch glass and windshield, but absolutely recognizable as the car my dad owned until that scary day in 1982.

THE LOST YEARS

Tim’s story was most intriguing – he had been a Bricklin fan for years, in part due to the use of the Ford engine. In April 1987 he saw a damaged white Bricklin in the classifieds, VIN 1604. Senkow Auto Sales in Lester, PA bought the car in 1983 and after a few years was ready to part with it as the required repair work was more than they were interested in. 1604’s title had not been changed to salvage so Tim saw an opportunity for him to bring this white Bricklin back to life. The birdcage was beyond repair, but the engine still ran and rest of the car was in decent shape. Undeterred by the damage and driven by the desire to own a Bricklin, he bought her. It was at that time VIN 1604 moved to Tim’s barn, not to see the light of day for the next 19 years.

In the winter of 2006, Tim begrudgingly moved 1604 outside, making room inside for his newly acquired original Ford Mustang Boss 302. The move was fateful. There’s just something about Bricklin enthusiasts: despite 1604 being well off the road, behind a building, and partially covered with a tarp, another Bricklin owner recognized the rear end and stopped in to see if he was right.

Harold Rubrecht, a two-Bricklin owner in the Philadelphia/Pottstown area, near Hansberry Automotive, recognized the rear end from afar one day while cruising the windy country roads of Chester County. Curiosity finally got the best of him and he pulled into the parking lot to see if his thoughts were correct. There indeed was a white Bricklin hidden back off the road. Introductions quickly lead to extensive Bricklin chat. Tim shared his story about the white and his orange Bricklin VIN 2391.

2391 “melted” in a barn fire in the early 1990’s. Over the years Tim had sanded 2391’s body back into shape but had not yet totally brought her back to life. Harold commended Tim on his dedication to the cars and great progress made repairing 2391. He urged Tim to “get ‘er done” if time permitted. To stoke the fire, Harold drove a Bricklin each time he visited with Tim.

Harold also asked Tim if he’d mind if the VINs 1604 and 2391 were posted on the “where are they now” page of Bricklin.org. Tim had no problems with it and the rest is history.

A TRIP TO PARKER FORD

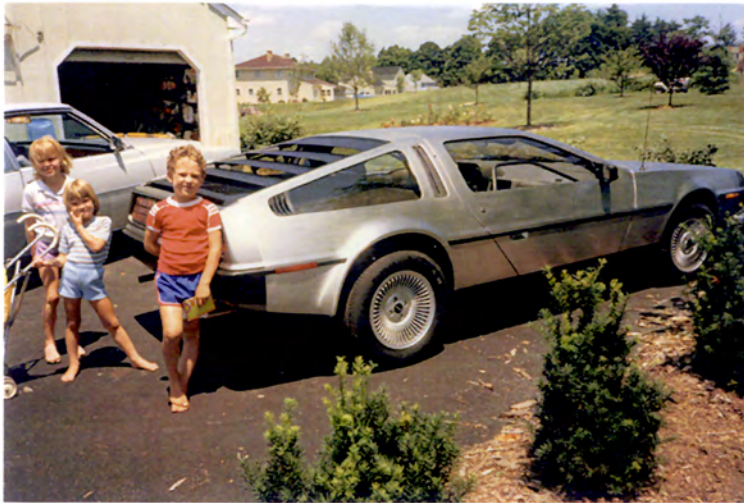
My goal was now to travel to Parker Ford to reunite with 1604. In early December 2007, an 8am meeting in Cherry Hill, NJ was placed on my calendar. The light bulb immediately lit. Cherry Hill is just over the river from Philadelphia, 45 miles from Parker Ford. I emailed Tim and asked if I could stop by on Sunday. Fortunately for me, he was in-town that weekend and excited about meeting up.

On Sunday December 9, 2007 I took an early flight from Chicago to Philadelphia. I rented a car and drove out to Parker Ford. Tim met me in the parking lot with a huge smile and friendly handshake. He immediately took me out back to reunite with 1604. The experience was awesome. We spent about 30 minutes looking at every nook and cranny of the car. We again shared our stories of 1604 and reminisced about the days when she once graced the roads. Tim showed me the odometer and pointed out the mileage – 51,993. 1604 was a daily driver for her whole life on the road. We also pondered if life could be brought back to 1604. While a second lease on life would be nothing less than a miracle, anything is possible with time and dedication (and cash).

The majority of the accident damage occurred on the front left side of the car. Tim pointed out where the impact of the six-wheeled delivery truck bent the frame and ripped the birdcage. We both were stunned with how much force 1604 must have experienced in the accident. Most importantly that day, we agreed that the SV-1 design worked as planned and saved my dad’s life.

Next stop was the garage up the hill to visit with 2391. 2391 was buried in the garage and painted a primer gray. One part was not gray, however, and that was the white hood from 1604. Tim then showed me his original Mustang Boss 302 and gave me a tour through his extensive shop. We then headed to the office to share other pictures and stories.

As the sun had set over the hills and hours had passed, it was time for me to head to Cherry Hill. I thanked Tim for all he had done – saving 1604 from the crusher, storing her inside for so many years, and for graciously welcoming me into his shop and reuniting me with our old Bricklin. He again thanked me for visiting and said I was free to visit any time I was in the area.

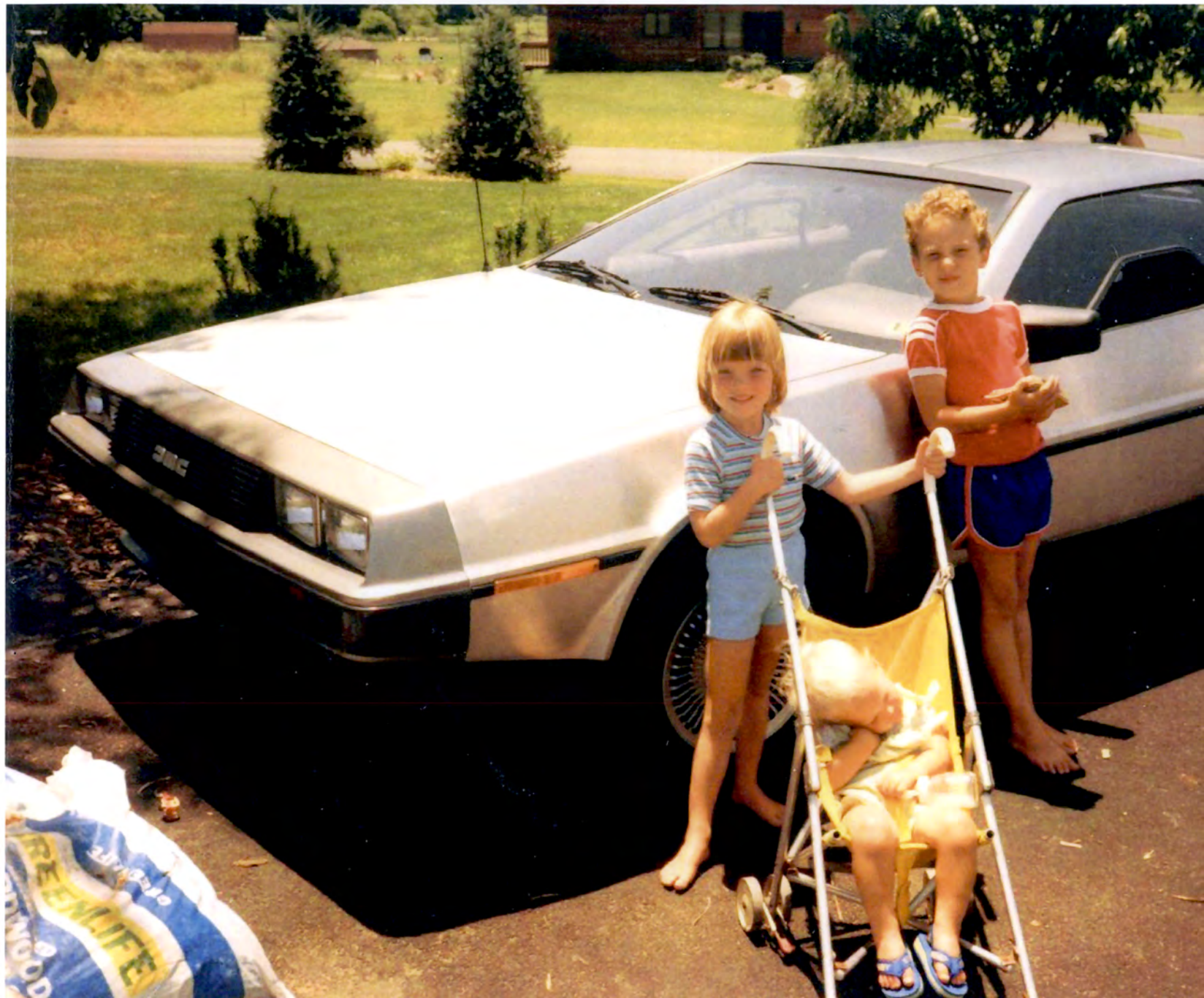


GETTYSBURG 2008

Tim is now working to get 2391 back on the road in time for the DeLorean/Bricklin Car Show this summer in Gettysburg. He's already pulled her out of the garage and parked her in the body shop. As a testament to the car's design, Tim drove 2391 into the shop – entering and exiting through fully operational gullwing doors! He has also pulled 1604 into the shop to see exactly what is salvageable. And to top it off, he recently purchased a local parts car off eBay – VIN 0190. With any luck Tim and 2391 will be in Gettysburg this summer, reveling in the comradely of the gullwing community. I'll be there with my DeLorean – I urge you all to make the trip if you can!

How will 1604's 3rd chapter read? Stay tuned.

-RICHARD RAEHLFFE



Shades OF THE Past

In September 1981 I had just been named Vice President, Worldwide Marketing and Sales for the Consumer Products Division of Bausch & Lomb, the Rochester, NY based Fortune 300 multi-national corporation whose products included Soflens Contact Lenses and Ray Ban Sunglasses. One of my first activities on the job was a product development review meeting with our top sunglass designers, Bob Ramp and Aaron Markovitz. They presented potential sunglass styles including a design for a new Delorean Sunglass to be produced under a license from Delorean Motor Company.

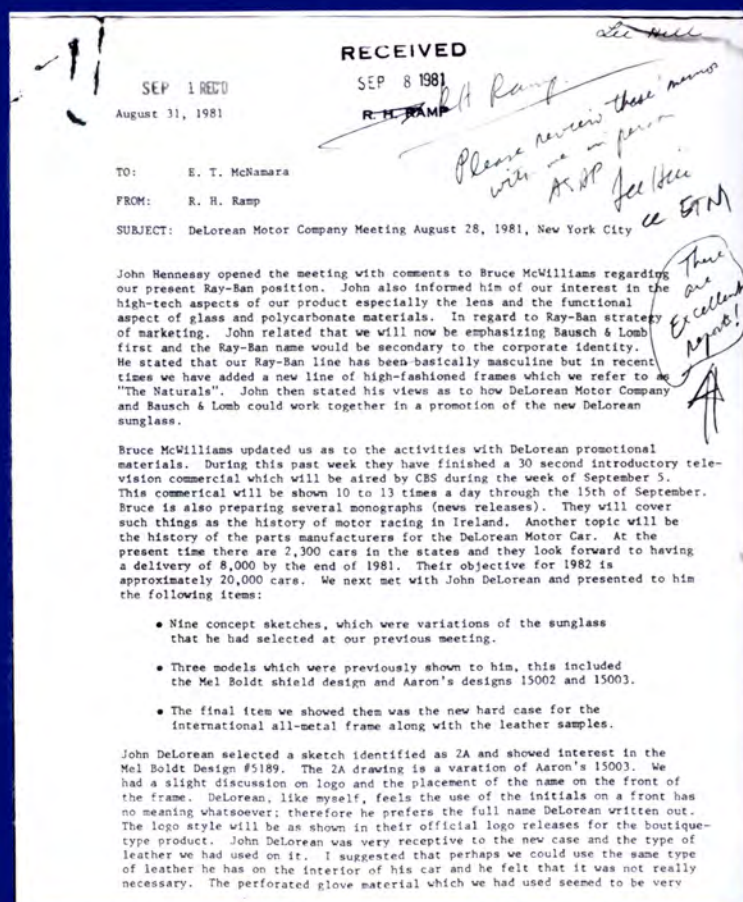
Given the publicity surrounding the successful launch of the DMC-12 just a year earlier as well as the growing stature and awareness of John Z Delorean's persona as an innovative automotive engineer, emerging industrialist and general bon vivant, I immediately embraced the idea and arranged a meeting set with J. Bruce McWilliams, DMC's Vice President, Marketing.

We hit it off instantly owing to Bruce's marketing brand savvy and his intimate knowledge and obvious love of the car business. Prior to DMC, Bruce had stints at Saab, Mercedes Benz, Rover, and Leyland Motor Company where he oversaw Triumph's TR 250 and TR7 introductions. Coincidentally, I had raced a TR 250 in the C Production class in SCCA autocross events.

Bruce presented us with the original press kit for the DMC-12, publicity materials and photos and a 100 page contract. It was clear to both of us as marketing professionals and auto enthusiasts that the combination of John Z Delorean's image and the technical optical expertise and distribution power of Bausch & Lomb were sure to make the Delorean Sunglass a success. Bruce proposed a meeting at 30 Park Avenue with John Z Delorean to review the contract details and potential designs.

Armed with fresh sketches, our team including Bob Ramp, the sunglass designer, Norman Salik, head of consumer research, and I flew to New York City full of excitement and anticipation to meet Detroit's most famous son. Both automotive and fashion news ran reports on John. In fact, the airline magazine featured John on its cover.

I still vividly recall meeting John Z Delorean for the first time. Bruce greeted us in the vestibule of the 30th floor and ushered us into John's private office. It had to be 50 feet by 20 feet with floor to ceiling



windows at the east end facing Park Avenue. John had been quoted as saying: "You can't sell Gucci's on Broadway." John sat at his massive desk at the far end, we sat on leather couches at the far west end of the office. On the south wall was an enormous framed photograph of Cristina Ferrare, a stunning beauty, supermodel and John's second wife.

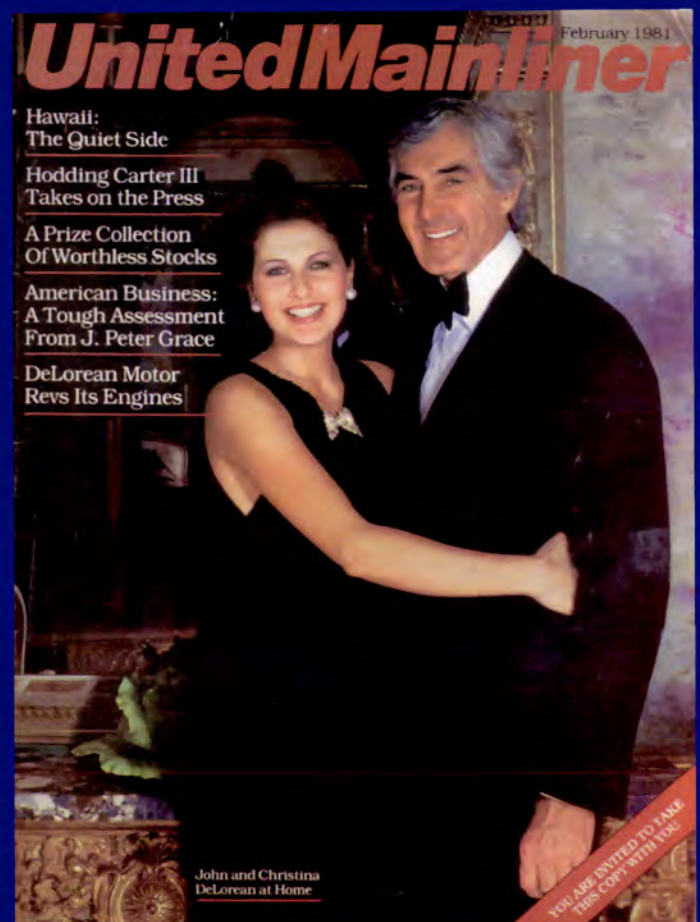
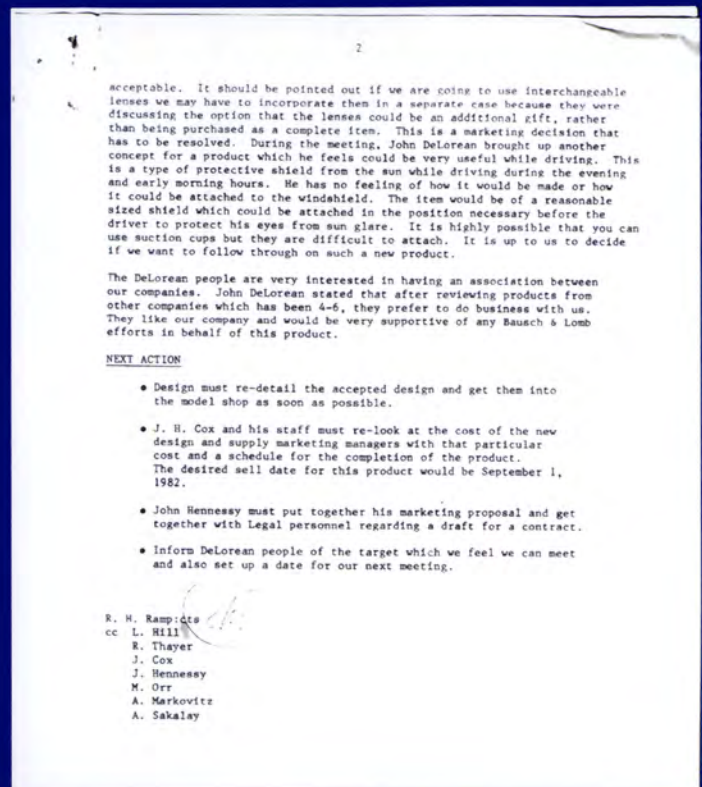
As we took our places, John glanced up but continued to work. Shortly, he got up and strode toward us. At well over 6 feet, he was tall. And being seated we literally had to look up to him. He struck a powerful pose impeccably dressed in a carefully fitted Savile Row Gieves and Hawkes bespoke navy blue pin-striped suit. He wore a royal blue cuff-linked shirt with navy Ferragamo silk tie. His shoes were custom made blue-suede wing tips. Elvis had nothing on John Z Delorean! Nearing us, he extended his hand, flashed a huge smile and turned on the Delorean charm.

Quickly, we reviewed the salient details of the 100 page contract: pricing, royalties, exclusive territories and joint promotional opportunities and commitments with Bruce leading the discussion and not much interest on John's part. Then, we displayed the proposed Delorean Sunglass design. John's demeanor changed and the engineer kicked in. In rapid succession, he asked about material composition and tensile strength. He made thoughtful suggestions regarding the frame's shape. We discussed the lens material - polycarbonate which at the time was state of the art in terms of weight and protection. He reiterated his passion for innovation.

Just then, his secretary interrupted indicating he had an urgent call. John walked back the twenty yards to his desk, picked up the phone and said: "Yes, Maggie..." Returning he apologized and said it had been Margaret Thatcher on the telephone.

The interruption allowed me to think through the next agenda item - product packaging and lead me to have a burst of imagination. How could we bring the two distinctive design characteristics of the Giorgio Giugaro designed Delorean DMC-12 namely the stainless steel skin and the gull wing doors into the Delorean Sunglass product? I suggested the sunglass case should have a stainless steel look and that the cover be hinged in such a way to replicate the gull wing door profile. The idea was an instant hit with John, Bruce, Norm Salik, research expert and Bob Ramp, the Ray Ban designer. The meeting wound down with John relating a few personal stories about Cristina Ferrare.

Bruce invited us to lunch. We selected a Chinese restaurant, the Flower Drum, on 3rd Avenue near the DMC offices. I mention the lunch only because it was not uneventful. Bruce ordered a Szechwan dish with hot chili peppers. Unfortunately, he mistakenly bit into one and spent the next twenty minutes sweating profusely and chugging water. The conversation though was animated principally on one of Bruce's favorite topics- advertising. He reviewed the "Live the Dream" campaign for the DMC-12. It lead to the possibility of "Wear the Dream" as a tagline for the Delorean Sunglass.



*Norm Salik
Mike Orr
FYT from the sun products committee
Lee*

ACCELERATED DELOREAN SCHEDULE

DeLorean	11-13-81
1 Week to Prepare Drawings	Send drawings to Egence 11-20-81
1 Week Mailing Time	France receives drawings and starts work on mold 11-27-81
12 Weeks Tooling Time	Molded lenses sent from France to Bausch and Lomb 2-19-82
3 Weeks shipping Maximum	Molded lenses arrive at Bausch and Lomb 3-12-82
8 Weeks for Lens Assembly	Assuming lenses are acceptable to Bausch and Lomb, lenses are installed into frames and are ready for shipment 5-7-82



DELOREAN MOTOR COMPANY
NOV 30 1981
November 24, 1981

Mr. Lee W. Hill, Vice President
Bausch & Lomb
1409 North Goodman Street
Rochester, NY 14692

Dear Lee:

Thank you for your kind note - no one can know what it's like to be married to an Italian, unless they are married to an Italian. It's wonderful.

I have selected a few styles until my "BLD's" are ready:

- Large Metal II - black chrome Ambermatic mirror.
- Outdoorsman II - Ambermatic mirror
- L2093
- L3350
- L2885

I promise, no more TV in my Porsche design sunglasses.

Sincerely,
John Z. DeLorean
John Z. DeLorean

380 Park Avenue, New York, New York 10017 (212) 869-8900. TWX: 710-581-2880 DELOREAN NYX

JZD Design Meeting Summary – August 31, 1981 • Sketch of Sunglass Design Selected by JZD – August, 1981 • Accelerated Development Schedule • Newspaper Article quoting JZD about shoe collection • Letter from JZD to Lee Hill -11/24/1981

Looking back, I don't know if Bruce's hot pepper incident was an omen, but things began to get hot for John, DMC and the DeLorean Sunglass project. Shortly following our NYC meeting, the first hints of problems at the Irish production facility came to light. A secretary at the plant in Ireland made allegations about fiscal mis-management.

Meanwhile back in Rochester, John and I exchanged thank you letters as a meeting follow-up. John thanked me for the complimentary Ray Ban sunglasses I had sent him at his request by the way. Work continued to refine the DeLorean Sunglass frame design to accommodate John's input, the designers developed a DeLorean Sunglass carrying case design and Norm Salik's group worked on developing the brand message. Unfortunately, none of our work was ever presented to JZD.

News broke of the Irish government's financial backing pull-out. Conspiracy theorists suggest at the behest of General Motors who remembered that John has left them to start his own company. This spooked the conservative management of Bausch & Lomb. We shelved the DeLorean Sunglass project!

So much for the Dream... **-LEE HILL**

Rapper's Delight

A DeLorean comes with a license to time travel, whether you're a 'Back To The Future' fan like me, or not. The vehicle is both an icon of the 1980's, and still ahead of it's time! Having been the builder and pilot of our BTTF conversion, the 'Time-Car' since 2001, I've lived the dream and continue to enjoy every waking moment behind the wheel. In fact, there are times I hardly believe life can get much better with our stainless steel fantasy. This past February, it did.

Called to a portion of lower Manhattan formerly known as the meat packing district, my wife Terry and I prepared for a music video shoot with our DeLorean. The drive was a pleasure and we were excited to be involved in a bonafide Universal project. The recording artist O'neal McKnight is a huge Back to the Future fan and DeLorean enthusiast, and insisted on using the time travel classic in his latest video 'Check Your Coat.'

Upon arrival, we found traffic cones protecting a spot on the street for the DeLorean, and film trucks, lighting equipment and production vehicles were lining the sidewalks. As if this sudden immersion into 'show-biz' weren't enough, the best was yet to come. We were informed by an excited producer that Christopher 'Doc Brown' Lloyd would appear in the production! Around 4pm a dark vehicle arrives and Mr. Lloyd steps out. Cameras flash and warm greetings are exchanged. Then, Christopher turned towards our DeLorean and with a surprised look, said, 'My God.'

Terry and I were pleased with the reaction, but only later realized that Mr. Lloyd had believed it was one of his screen used cars, and truly thought he was seeing an 'old friend.' Almost immediately, he began posing for photos with the Time-Car to the thrill of photographers.

Later during a break, Christopher took his traveling companion aside and insisted that she sit with him in the car, saying 'You've got to do this once in your lifetime!' They closed the doors and shared a special exchange inside, as he enthusiastically gave her the tour of the various features in the vehicle he was so familiar with.

Christopher Lloyd will soon turn 70, but at that moment, he was transformed into a child, -smiling, pushing buttons and explaining all about the flux capacitor. Once again, the DeLorean lived up to it's promise of time travel! **—OLIVER HOTLER**

Note: The complete video, and behind the scenes footage and photos will be on display at DCS 2008 in the BTTF.com vendor room.





JOHNNY'S Other DeLorean

JOHNNY CARSON'S 1970 455 RAM AIR GTO

This car was purchased at Jim White Pontiac's in Santa Monica, California, by Johnny Carson in 1969. At the time, Mr. Carson paid a hefty price tag of over five thousand dollars for this rare vehicle. This car was given to Joanne Carson by Johnny Carson as part of their divorce settlement in 1972.

Original paper work from DMV records have been kept since 1972 along with its original California personalized plate from the Carson's "JCC 8". Further documentation includes a complete PHS with a copy of the window sticker. Mr. and Mrs. Carson were well known for their love of racing and fast cars. This particular GTO was well loved by Mrs. Carson and it became part of an exclusive Coronet magazine cover story in 1972.

This historic celebrity vehicle features factory Atoll blue on blue, and is all numbers matching front to back. It contains its original 455 engine, 400-trans with its 12-bolt-rear end. The factory options include: power steering, power disc brakes, gauges with tach, Ram Air, Rally two, Bucket seats, A/C, tilt Wheel, Map lights, center console, AM/FM Stereo, 455 h.o., remote mirror, ride and handling package, tinted glass, safety-track posi rear-end. This car came from factory with the Ram Air inlet option.

-ELLS SCHAEFER

PONTIAC MOTOR DIVISION				GENERAL MOTORS CORPORATION				PONTIAC, MICHIGAN 48053				242370123092			
DATE	VEHICLE NO.	GROUP	YEAR	NO. OF	NO. OF	VEHICLE	VEHICLE	VEHICLE	VEHICLE	VEHICLE	VEHICLE	VEHICLE	VEHICLE	VEHICLE	VEHICLE
242370123092	EE	50	2069	3E11	58402	GTO HT CPE	3267.00	2475.36	141.00						
400L 455 HG	57.93	344	42.50	2.93		TURB/HYD	227.04	51	176.30	12.04					
SAFE-T-TRACK	42.13	361	31.20	2.13		G70X14 WH FG	30.54	184	22.92	1.54					
RADIO STEREO	239.08	404	177.06	12.08		MIRROR-RENDY	10.53	444	7.80	4.52					
WHEEL-RALLY 2	84.28	476	62.40	4.26		GAUGE-TA CL	84.26	484	67.40	4.26					
CONSOLE	71.62	494	53.04	3.52		PWP STD-VAR	105.32	501	76.30	5.37					
WIP BRK-DISC	64.25	502	47.58	3.25		GLASS-S/B-AL	18.40	531	27.30	1.84					
AIR COND	375.99	582	278.46	18.99		AIR INLET-HQ	84.26	601	62.40	4.26					
SPG SHKS-R FM	4.21	621	3.12	.21		LAMP-CONE/RG	13.69	654	10.14	.65					
HLDG-WHL-CPN	15.20	694	11.70	.80		EP/SYS-EVAR	76.86	711	27.30	1.84					
TOTAL				5023.56	91.20	3667.58	281.63	171.53	41.70	2.04					
A/V-ASSH-C/L				241	10.00	12-10-68	12-26-69	12-10-69	022178355						
JIM WHITE PONTIAC						324 349									
SANTA MONICA BLVD						INTEREST FROM	01-13-70								
242370123092															
SANTA MONICA															
CA 90404															

of people every night. If I get a letter from people of the chance to see my husband. I stay home and publish a program. It's a personal fight. I can't wait to get up in the morning and get at that crabgrass.

Talk about poverty programs. Joanne Carson doesn't even get to watch *The Tonight Show*. "He lets me watch the news... then we switch to *The Late Show*... or maybe watch *Mary Griffin*."

Johnny Carson is the universe. Joanne writes: "I'm so thankful he married me," she will say at least once in any conversation, and if, after almost three years of being Mrs. Johnny Carson, she still can't quite believe it. "I would have been a very unhappy person if he hadn't. I would have waited around for him outside stage doors and followed him and written fan letters. He made me alive and opened a whole new world for me. One small orange-scented candle in the world is enough for Joanne. The "Johnny Carson" Next," her husband calls it, a woman's most acceptable clutter. The rest of the world is...



NOTICE OF SALE OR TRANSFER OF A VEHICLE OR VESSEL

DATE OF SALE OR TRANSFER: 08/15/72 1572 60 JCC8

VEHICLE IDENTIFICATION NUMBER: 3423702102592

CP24237 60 1572726 170 120

TR555326 677

CARSON JOANNE
31001 SUNSET BL
LOS ANGELES CA

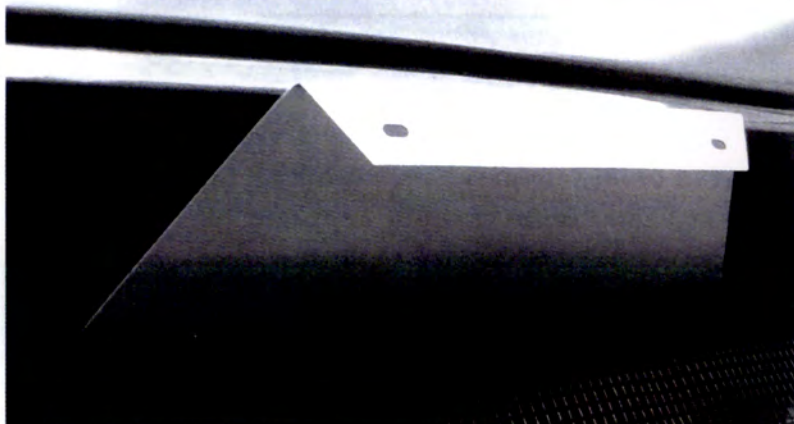
1200 P.M.

JOANNE CARSON
10001 SUNSET BLVD
LOS ANGELES, CALIF. 90047

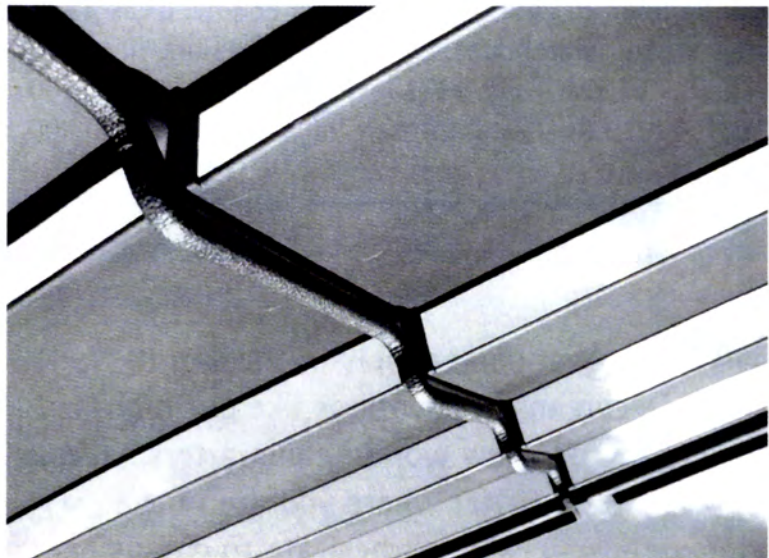


Totally Stainless...

One of the greatest things about DeLoreans is their stainless steel body. The beautiful grain and luster in late afternoon sunlight is a sight to behold. Don't you ever wish the whole car were made of it? The products here will take you one step closer to stainless perfection. Many of our letter sets are made in both a standard gauge for permanent installation and a heavier gauge to resist damage if removal becomes necessary.



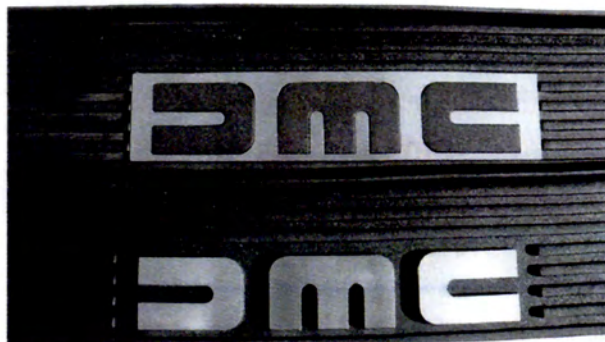
108025GS Stainless License bracket is grained to match DMC body. Black finish also available on request.



SSL6034 Sunshade Louvre Stainless Rib Bracket Kit This is the only sunshade support kit that installs without tools and actually improves appearance. It even repairs center ribs that are broken. Black finish also available on request.



SSL4034 Some cars have unsightly (and unnecessary) screws securing the step plates in place. These holes may be covered with the full negative outline to hide this factory mistake while improving appearance.



SSL3024 + SSL2024



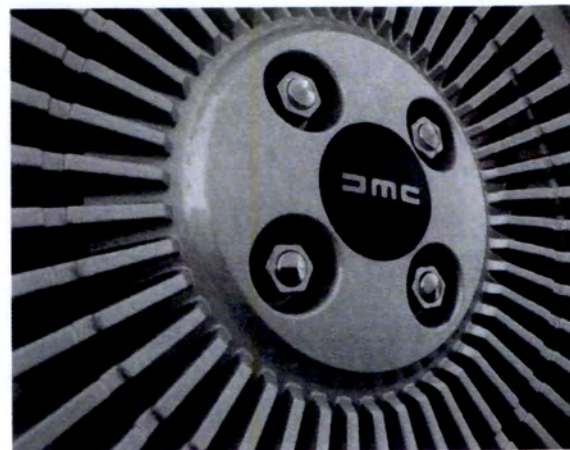
PJ Grady Inc.

DELOREAN SALES, PARTS, SERVICE AND RESTORATION
118 Montauk Highway, West Sayville, NY 11796

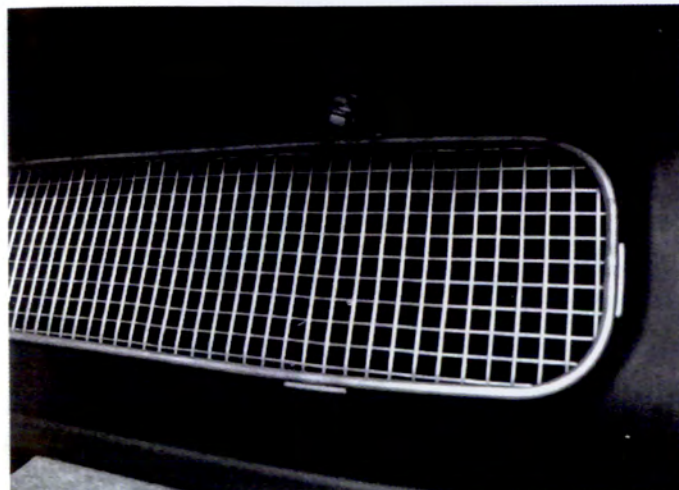


SSL100698

The complete doorsill with negative outline looks fantastic over a doorway or just about anywhere else. You don't have to own a DeLorean to appreciate its style. Makes a great gift for DeLorean lovers of all ages.



SSL1024 DMC Stainless Wheel Cap Logo Set
The best twenty bucks you'll ever spend on your DeLorean. These letters jump out at you and make any DMC wheel look better. Also available as wheel cap sets with letters preinstalled.



101628GS Stainless Radiator Air Screen The workmanship on this screen is outstanding. In black finish it is almost identical in appearance to stock but will last a lifetime. A must for any car needing restoration work.



SSL4062

111184GS & 101944GS
Stainless Grained Throttle Shield & Coolant Bottle.



SSL1024	DMC Stainless Wheel Cap Logo Set .024 Gauge	\$19.50
SSL108504	DMC Stainless Logo Grey Wheel Cap Set	\$59.95
SSL108738	DMC Stainless Logo Black Wheel Cap Set	\$59.95
SSL2024	DMC Step Plate Positive Logo (Pair) .024 Gauge	\$34.95
SSL2034	DMC Step Plate Positive Logo (Pair) .034 Gauge	\$39.95
SSL3024	DMC Step Plate Negative Logo (Pair) .024 Gauge	\$34.95
SSL3034	DMC Step Plate Negative Logo (Pair) .034 Gauge	\$39.95
SSL4034	DMC Step Plate Negative Full Outline Logo (Pair) .034 Gauge	\$89.95
SSL4062	DMC Step Plate Negative Full Outline Logo (Pair) .062 Gauge	\$99.95
SSL5024	DeLorean Rear Facia Logo .024 Gauge	\$44.95
SSL5034	DeLorean Rear Facia Logo .034 Gauge	\$49.95
SSL6034	Sunshade Louvre Stainless Rib Bracket Kit	\$49.95
SSL100698	R/H Step Plate With Negative Outline	\$94.50
SSL100699	L/H Step Plate With Negative Outline	\$94.50
108025GS	Front License Bracket, Grained Stainless	\$34.50
111184GS	Throttle Shield, Grained Stainless	\$17.50
101944GS	Stainless Coolant Bottle	\$169.50
101628GS	Stainless Radiator Air Screen	\$169.50
101628GB	Stainless Black Radiator Air Screen	\$189.50

Item Below Not Shown

108466GS	Stainless Air Screen Upper Mounting Bracket	\$12.95 Ea.
118466GS	Stainless Air Screen Upper Mounting Bracket Set of five	\$49.50

Extra discount available when purchased with air screen (call)

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